

The following Listing of Claims will replace all prior versions, and listings, of claims in the application.

LISTING OF CLAIMS:

1. (Canceled).
2. (Currently Amended) ~~[[The]]~~ An engine exhaust system according to claim 1, wherein for a vehicle, comprising:
at least two flexible couplings having elastic characteristics, positioned at two different locations in the exhaust system;
an intermediate component positioned between the at least two flexible couplings and having mass; and
a dynamic damper formed by virtue of the elastic characteristics and the mass, with the elastic characteristics of the flexible couplings [[are]] being selected to optimize the resonant frequency of the dynamic damper.
3. (Currently Amended) The exhaust system according to ~~claim 1~~ claim 2, wherein
the mass of the intermediate component is selected to optimize the resonant frequency of the dynamic damper.
4. (Currently Amended) The exhaust system according to ~~claim 1~~ claim 2, wherein
each of the at least two flexible couplings includes a spherical joint.
5. (Currently Amended) The exhaust system according to ~~claim 1~~ claim 2, wherein
an upstream flexible coupling has a first elastic characteristic, a downstream flexible coupling has a second elastic characteristic, the intermediate component positioned between

the upstream flexible coupling and the downstream flexible coupling is separated from a body of the vehicle, and a downstream component positioned further downstream of the downstream flexible coupling is mounted to the body of the vehicle.

6. (Previously Presented) The exhaust system according to claim 5, wherein the upstream flexible coupling is configured and arranged to be closer to an engine than to a muffler, the downstream flexible coupling is configured and arranged to be closer to the muffler than to the engine, and the downstream component is configured and arranged to be positioned between the downstream flexible coupling and the muffler, the downstream component being configured and arranged to be mounted to the body of the vehicle.

7. (Currently Amended) The exhaust system according to ~~claim 1~~ claim 2, wherein one flexible coupling has an elastic characteristic and another flexible coupling has an elastic characteristic, the elastic characteristics being selected such that a resonant frequency of the section formed by the flexible couplings and the intermediate component is lower than 30Hz.

8. (Currently Amended) The exhaust system according to ~~claim 1~~ claim 2, wherein the intermediate component has a mass $[(M)]$ which is selected such that a resonant frequency of the section formed by the flexible couplings and the intermediate component is lower than 30 Hz.

9. (Canceled).

10. (Currently Amended) ~~[[The]]~~ An engine exhaust system according to claim 9, wherein for a vehicle, comprising:
at least two flexible couplings having elastic characteristics, positioned at two different locations in the exhaust system; and
an intermediate component positioned between the at least two flexible couplings and

having mass so that a dynamic damper is formed by virtue of the elastic characteristics and the mass, with the elastic characteristics of the flexible couplings [[are]] being selected to optimize the resonant frequency of the dynamic damper.

11. (Currently Amended) The engine exhaust system according to ~~claim 9~~ claim 10, wherein

the mass of the intermediate component is selected to optimize the resonant frequency of the dynamic damper.

12. (Currently Amended) The engine exhaust system according to ~~claim 9~~ claim 10, wherein

each of the at least two flexible couplings includes a spherical joint.

13. (Canceled).

14. (Currently Amended) ~~[[The]] An~~ engine exhaust system according to ~~claim 13, wherein~~ for a vehicle having a body, the engine exhaust system comprising:

an upstream flexible coupling having a first elastic characteristic;

a downstream flexible coupling having a second elastic characteristic;

an intermediate component positioned between the upstream flexible coupling and the downstream flexible coupling and having a mass, the intermediate component being separated from a body of the vehicle; and

a downstream component positioned further downstream of the downstream flexible coupling, the downstream component being mounted to the body of the vehicle, with the elastic characteristics of the flexible couplings [[are]] being selected to optimize the resonant frequency of the vibration system formed of the couplings and the intermediate component.

15. (Currently Amended) The engine exhaust system according to ~~claim 13~~ claim 14, wherein

the mass of the intermediate component is selected to optimize the resonant frequency of the vibration system formed of the couplings and the intermediate component.

16. (Currently Amended) The engine exhaust system according to ~~claim 13~~
claim 14, wherein

each of the upstream flexible coupling and the downstream flexible coupling includes
a spherical joint.

17. (Canceled).

18. (Currently Amended) The engine exhaust system according to ~~claim 17~~
claim 19, wherein

each of the upstream flexible coupling and the downstream flexible coupling includes
a spherical joint.

19. (Currently Amended) ~~[[The]]~~ An engine exhaust system according to claim
17, wherein to be positioned between an engine and a muffler of a vehicle having a body, the
system comprising:

an upstream flexible coupling configured and arranged to be closer to the engine than
to the muffler;

a downstream flexible coupling configured and arranged to be closer to the muffler
than to the engine;

an intermediate component configured and arranged to be positioned between the
upstream flexible coupling and the downstream flexible coupling, the intermediate
component configured and arranged to be separated from the body of the vehicle; and

a downstream component configured and arranged to be positioned between the
downstream flexible coupling and the muffler, the downstream component configured and
arranged to be mounted to the body of the vehicle.

the upstream flexible coupling ~~[[has]]~~ having a first elastic characteristic and the
downstream flexible coupling ~~[[has]]~~ having a second elastic characteristic, the first and
second elastic characteristics being selected such that a resonant frequency of the section
formed by the upstream flexible coupling, the downstream flexible coupling, and the
intermediate component is lower than 20-30Hz.

20. (Currently Amended) The engine exhaust system according to ~~claim 17~~
claim 19, wherein

the intermediate component has a mass which is selected such that a resonant frequency of the section formed by the upstream flexible coupling, the downstream flexible coupling, and the intermediate component is lower than 20-30Hz.

21. (Currently Amended) The engine exhaust system according to ~~claim 13~~
claim 14, wherein

the mass of the intermediate component ~~and/or~~ and the elastic characteristics of the flexible couplings are selected to ~~optimise~~ optimize the resonant frequency of the dynamic damper.

22. (Currently Amended) The engine exhaust system according to ~~claim 9~~ claim 10, wherein

the mass of the intermediate component ~~and/or~~ and the elastic characteristics of the flexible couplings are selected to ~~optimise~~ optimize the resonant frequency of the dynamic damper.